



US Army Corps
of Engineers
Seattle District



US Army Corps of Engineers
Regulatory Branch
Post Office Box 3755
Seattle, WA 98124-3755
Telephone (206) 766-6439
Attn: Ron Wilcox, Project Manager

WA Department of Ecology
SEA Program
Post Office Box 47600
Olympia, WA 98504-7600
Telephone (360) 407-6068
Attn: SEA Program, Federal Permit
Coordinator

Public Notice Date: June 1, 2009
Expiration Date: June 30, 2009

Reference No.: NWS-2008-1520-NO
Name: Burlington Northern Santa Fe
Railway Company

RECEIVED

JUN 01 2009

Joint Public Notice

DEPARTMENT OF ECOLOGY

Application for a Department of the Army Permit and a Washington Department of Ecology Water Quality Certification and/or Coastal Zone Management Consistency Concurrence

Interested parties are hereby notified that the U.S. Army Corps of Engineers (Corps) and the Washington Department of Ecology (Ecology) have received an application to perform work in waters of the United States as described below and shown on the enclosed drawings.

The Corps will review the work in accordance with Section 404 of the Clean Water Act (CWA). Ecology will review the work pursuant to Section 401 of the CWA, with applicable provisions of State water pollution control laws and the Coastal Zone Management Act.

APPLICANT: Burlington Northern Santa Fe Railway Company (BNSF)
2454 Occidental Avenue South, Suite 2-D
Seattle, Washington 98134-11451
ATTN: Mr. Donald Omsberg, Manager Engineering
Telephone: (206) 625-6264

AGENT: InterMountain Resources
Post Office Box 1724
Sandpoint, Idaho 83864
ATTN: Mr. Pierre Bordenave
Telephone: (208) 263-9391

LOCATION: In wetlands within the existing BNSF rail corridor between milepost 56.33+/-and milepost 58.14+/- north of Stanwood, Snohomish County, Washington.

WORK: The proposed BNSF Stanwood siding, switching and infrastructure construction and improvement project would occur within an approximately 1.81 mile segment of the BNSF corridor. The proposed work would impact up to 1.50-acres of palustrine emergent (PEM), palustrine scrubshrub (PSS) and palustrine forested (PFO) wetlands, including up to 0.18-acres of adjacent perennial open water ditches. Up to 20,000 cubic yards of material would be discharged into the wetlands. The adjacent drainage ditches would be relocated approximately 15-feet to the west of their existing location to the edge of the BNSF right of way. The wetlands would be re-established from the west edge toe of the expanded railroad prism to the edge of the newly constructed ditches to the west.

Twelve existing culverts would be extended to maintain drainage capacity and function within the BNSF right of way corridor.

PURPOSE: The purpose of the project is to increase rail capacity, and improve safety and efficiency for passenger and regional commuter rail service, and interstate and international freight service between Seattle and British Columbia, Canada.

ADDITIONAL INFORMATION: The proposed project would reduce potential train backup and delay on public road crossings and improve service and safety for the new Amtrak station being built in Stanwood. The existing siding north of Stanwood is insufficient to accommodate the full length trains necessary to accommodate increased capacity through this area.

The new siding extension track would be located west of the existing mainline and constructed fully within the BNSF right-of-way (ROW). To construct the extension, long narrow edge fills into wetlands along much of the existing railroad support prism are unavoidable. Wetlands occur on both sides of the track structure and jurisdictional wetland fill for the additional track would occur regardless of which side the siding was built. Discharging fill material into jurisdictional wetlands on the west side of the existing track structure was determined to be approximately 1 acre less than impacting wetlands to the east of the track structure. The overall BNSF property / ROW project area is 21+- acres. Within the ROW area, there are approximately 6.18 acres of jurisdictional areas, of which 1.50 acres are proposed to be impacted for the additional track and infrastructure improvements.

MITIGATION: Proposed compensatory mitigation for this project would occur off-site and on-site. The proposed off-site compensatory mitigation would occur through supportive funding for a specific set-aside portion of the Skagit River System Cooperative (SRSC) Milltown Island Restoration Project near Conway, WA. The overall wetland impact or fill area in the BNSF Stanwood Siding Extension Project will be 1.50 acres of Category III and IV wetlands that function primarily as roadside drainage and possibly flood storage. However, they provide poor ecological function and habitat quality. The proposed compensatory mitigation would involve approximately 1.32 acres of Category I and II wetland areas identified as part of the SRSC supported restoration area for the replacement of the Cat III and IV areas lost from the BNSF Siding expansion. BNSF is also proposing on-site functional replacement of 0.18 acres of open water drainage ditches, with enhancement at the construction edges with scrub-shrub plantings and seeding. The on-site compensatory mitigation would be reconstructed immediately to the west of the existing ditches and along the BNSF ROW edge.

The proposed Milltown Mitigation project would restore natural hydrologic and biological function to the portions of Milltown Island that have been isolated by levees. Approximately 1.32 acres of the island would be hydrologically reconnected through levee breaching to river and tidal influence. The proposed mitigation is expected to restore natural biological functions by (1) removing or reducing artificial hydrologic controls in the diked portion of Milltown Island through levee removal or perforation; (2) encouraging channel development in the area in order to restore the quantity and quality of habitat for anadromous fish; and (3) restoring natural vegetative communities through plantings and control of invasive species.

The existing wetland areas on the project site are bordered by the railway prism ballast to east side (essentially no wetland buffer) and a storm water ditch and agricultural field to the west side (minimal buffer). The existing wetland buffer impacts would be minimal. Buffer areas would be enhanced through planting of native vegetation.

ENDANGERED SPECIES: The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat.

A preliminary determination indicates that the activity will not affect endangered or threatened species, or their critical habitat. Consultation under Section 7 of the ESA is not required.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The U.S. Army Corps of Engineers (Corps) has determined that the proposed action will not adversely affect designated EFH for federally managed fisheries in Washington waters. No further EFH consultation is necessary.

CULTURAL RESOURCES: The District Engineer is reviewing the latest published version of the National Register of Historic Places, lists of properties determined eligible and other sources of information. The District Engineer invites responses to this public notice from Native American Nations or tribal governments; Federal, State, and local agencies; historical and archeological societies; and other parties likely to have knowledge of or concerns with historic properties in the area. This public notice initiates consultation under Section 106 of the National Historic Preservation Act with any Tribe that has information or concerns with historic properties in the proposed permit area.

EVALUATION – CORPS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Native American Nations or tribal governments; Federal, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for the work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The described discharge will be evaluated for compliance with guidelines promulgated by the Environmental Protection Agency under authority of Section 404(b)(1) of the CWA. These guidelines require an alternatives analysis for any proposed discharge of dredged or fill material into waters of the United States.

EVALUATION—ECOLOGY: Ecology is soliciting comments from the public; Federal, Native American Nations or tribal governments, State, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this activity. Ecology will be considering all comments to determine whether to certify or deny certification for the proposed project.

Ecology will review the SEPA Environmental Checklist for Section 402 / NPDES Construction General Permit Coverage.

ADDITIONAL EVALUATION: BNSF is a federally regulated common carrier freight railroad, and this section of the BNSF Mainline is an integral part of BNSF's interstate rail system. Under ICC Termination Act (ICCTA), 49

U.S.C. § 10501(b), the federal Surface Transportation Board has exclusive jurisdiction over railroad operations and facilities. State and local agencies do not have jurisdiction to require railroads to submit to state or local permitting requirements as a condition of improving the railroads' interstate facilities. This is particularly true of environmental or construction permitting requirements. *City of Auburn v. United States*, 154 F.3d 1025 (9th Cir. 1998); *Flynn v. Burlington Northern S.F. Corp.*, 98 F.Supp.2d 1186 (E.D. Wash. 2000); *Soo Line R.R. v. City of Minneapolis*, 38 F.Supp.2d 1096 (D. Minn. 1998); *North San Diego County Transit Dev. Bd.—Pet. For Dec. Order*, 2002 WL 1924265 (S.T.B.) (2002). As such, this proposal is exempt from the requirement of obtaining a Shorelines Substantial Development permit or Critical Areas Evaluation for this project by local jurisdiction. All local agency input will be obtained through the CWA 404, 401, and 402 public notice process.

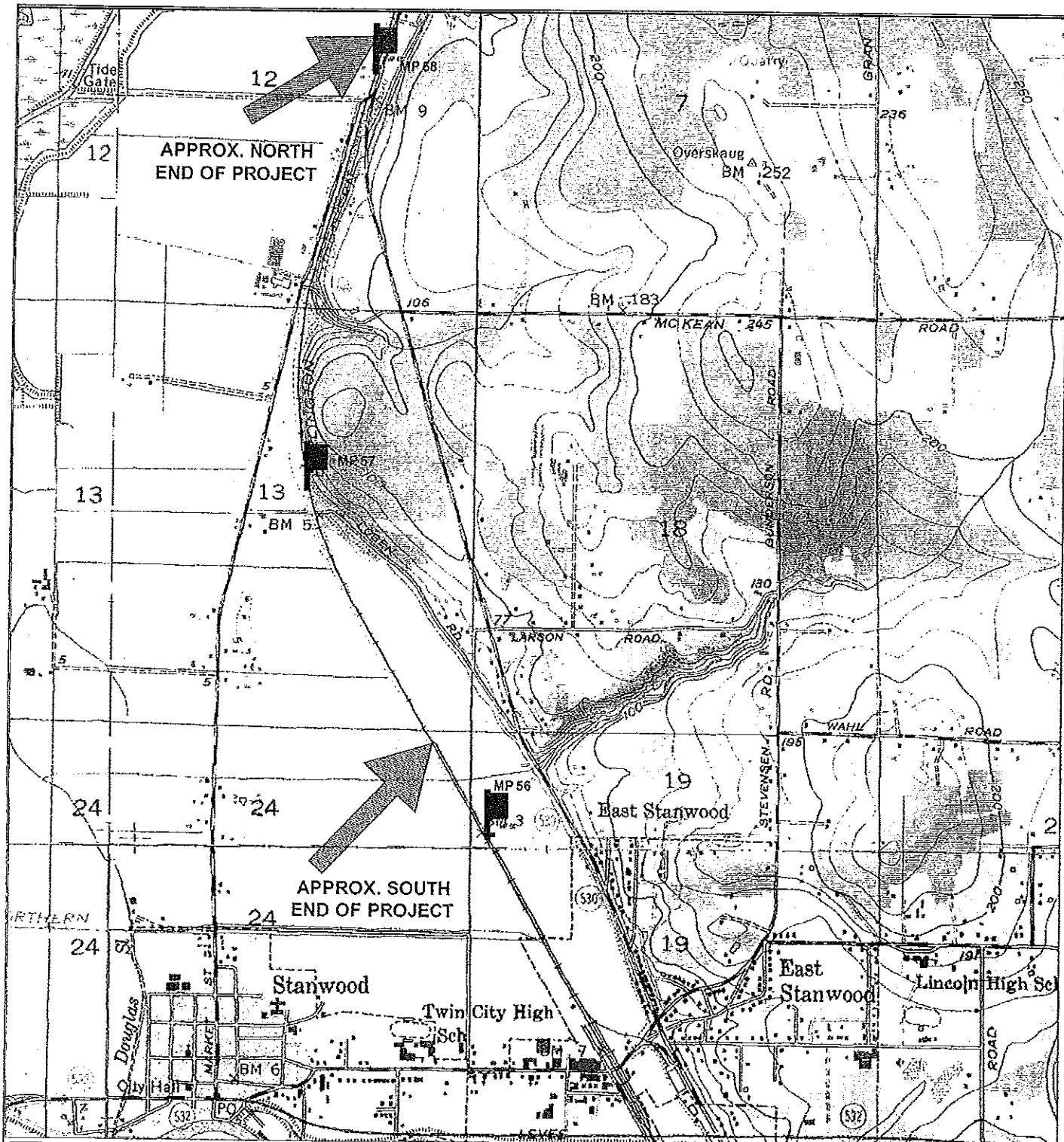
COMMENT AND REVIEW PERIOD: Conventional mail or e-mail comments on this public notice will be accepted and made part of the record and will be considered in determining whether it would be in the public interest to authorize this proposal. In order to be accepted, e-mail comments must originate from the author's e-mail account and must include on the subject line of the e-mail message the permit applicant's name and reference number as shown below. Either conventional mail or e-mail comments must include the permit applicant's name and reference number, as shown below, and the commentor's name, address, and phone number. All comments whether conventional mail or e-mail must reach this office, no later than the expiration date of this public notice to ensure consideration.

Corps comments: All e-mail comments should be sent to Ronald.J.Wilcox@usace.army.mil. Conventional mail comments should be sent to U.S. Army Corps of Engineers, Regulatory Branch, Attn: Ron Wilcox, Post Office Box 3755, Seattle, Washington, 98124-3755.

Ecology Comments: Any person desiring to present views on the project pertaining to a request for water quality certification under Section 401 of the CWA and/or Coastal Zone Management consistency concurrence, may do so by submitting written comments to the following address: Department of Ecology, Attn: SEA program – Federal Permit Coordinator, P.O. Box 47600, Olympia, Washington, 98504-7600, or e-mail to ecyrefedpermits@ecy.wa.gov

To ensure proper consideration of all comments, responders must include the following name and reference number in the text of their comments: Burlington Northern Santa Fe Railway Company; NWS-2008-1520-NO

Encl: Figures (21)



Base Map from USGS 7.5 Topo Quad "Conway" DeLorme Washington Region 2 3D Topoquads

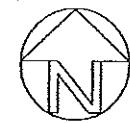
LOCATION / VICINITY MAP WITH PLAN SHEET LOCATIONS

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

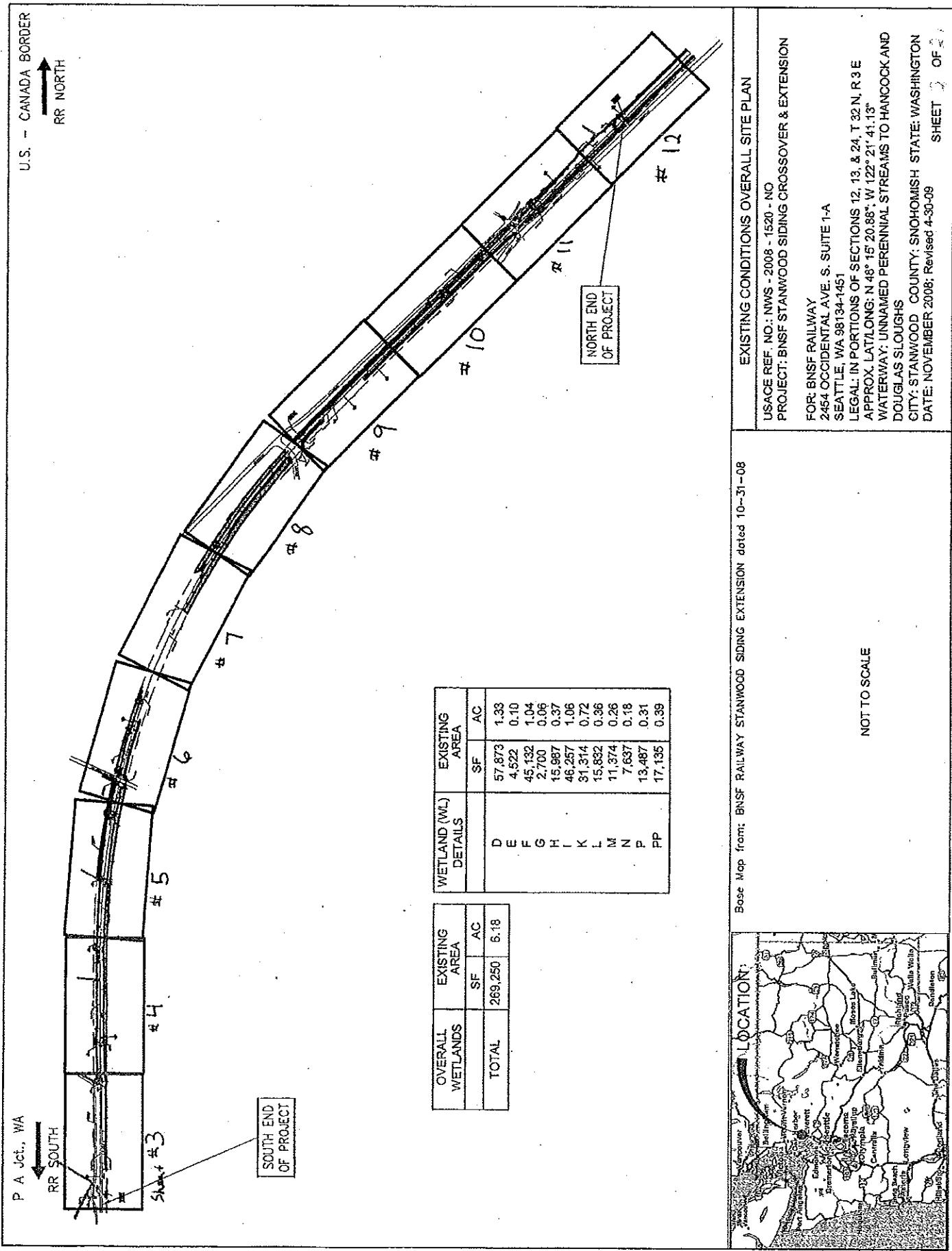
FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451

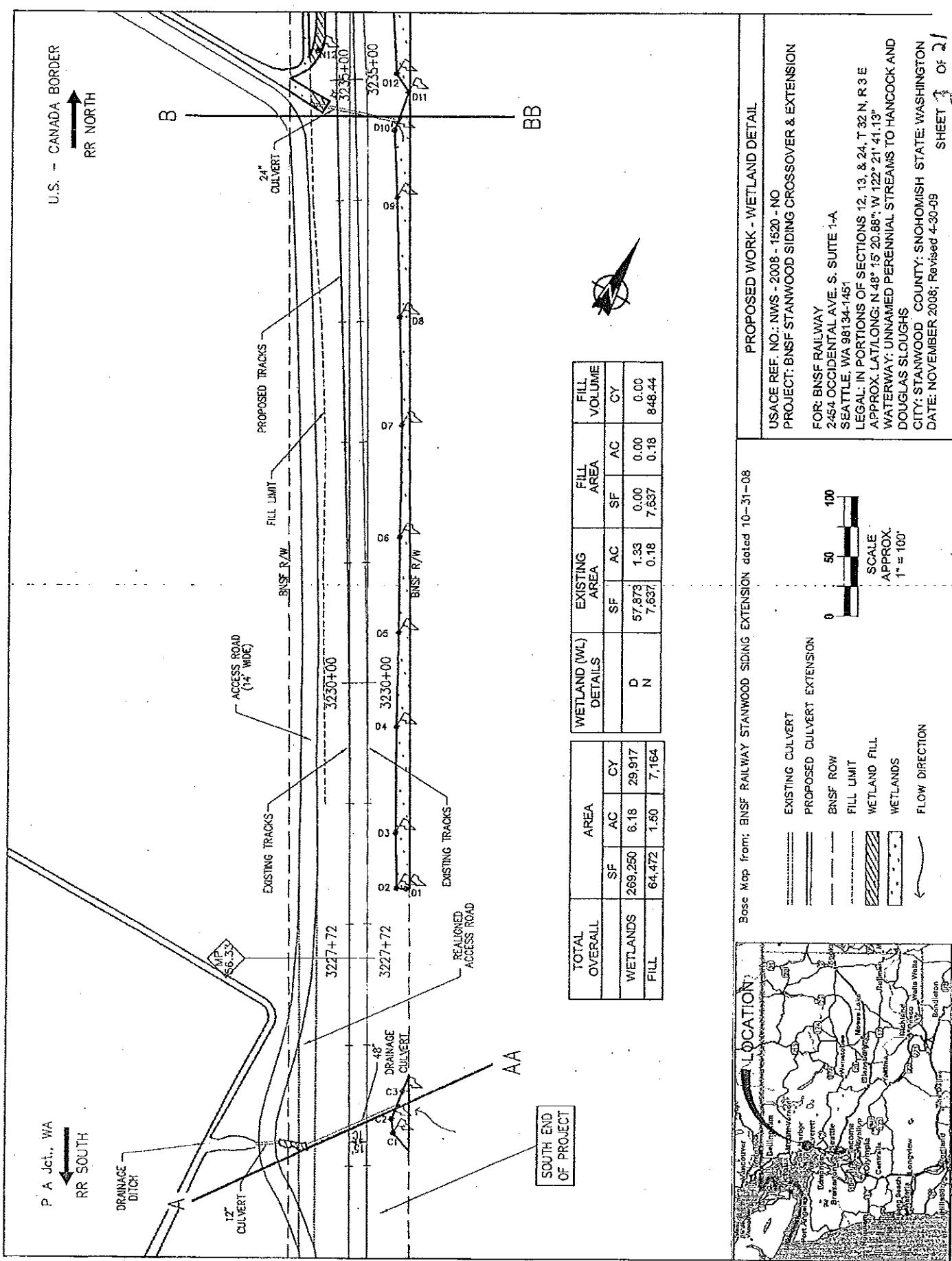
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
APPROX. LAT/LONG: N 48° 15' 20.88", W 122° 21' 41.13"
WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND
DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09

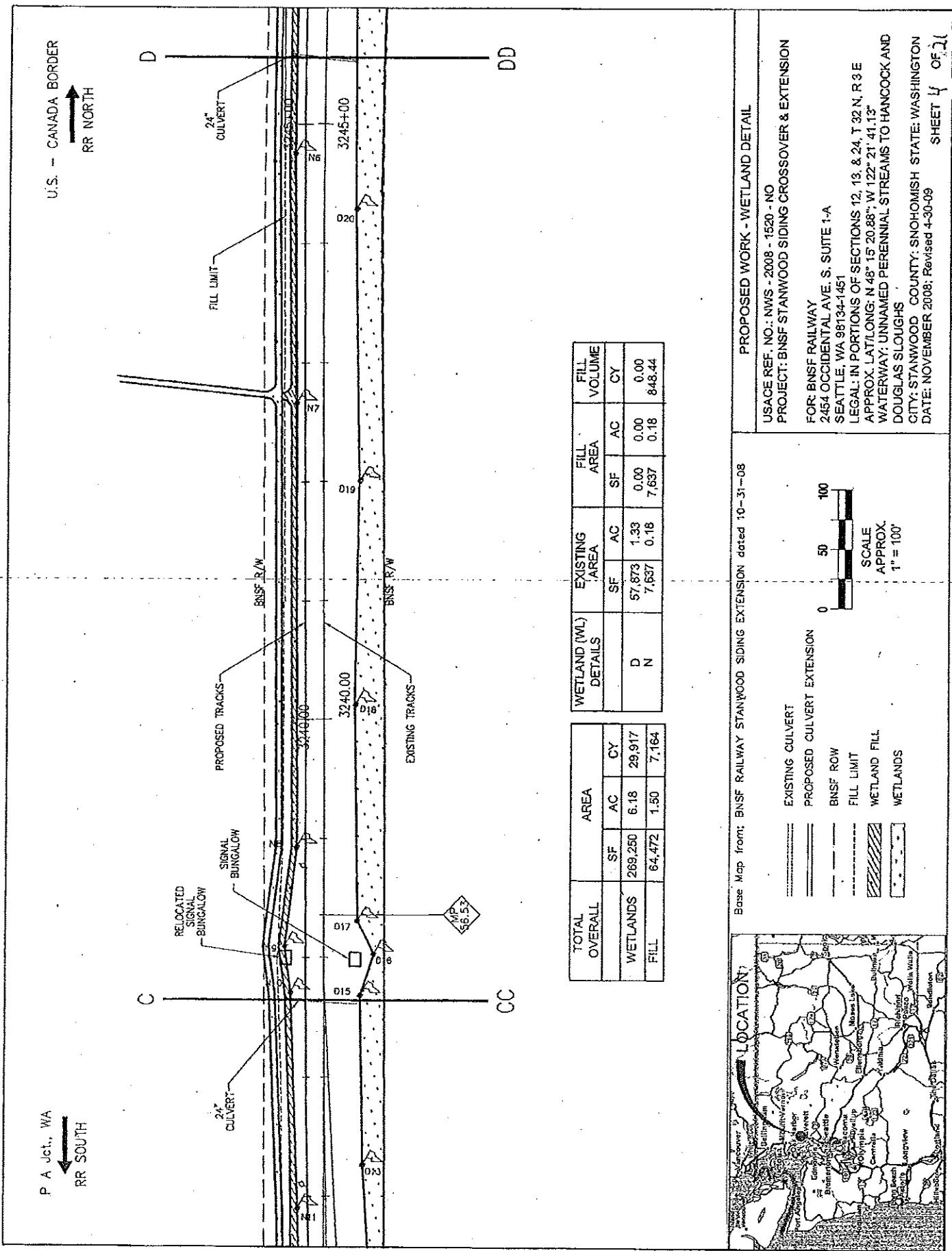
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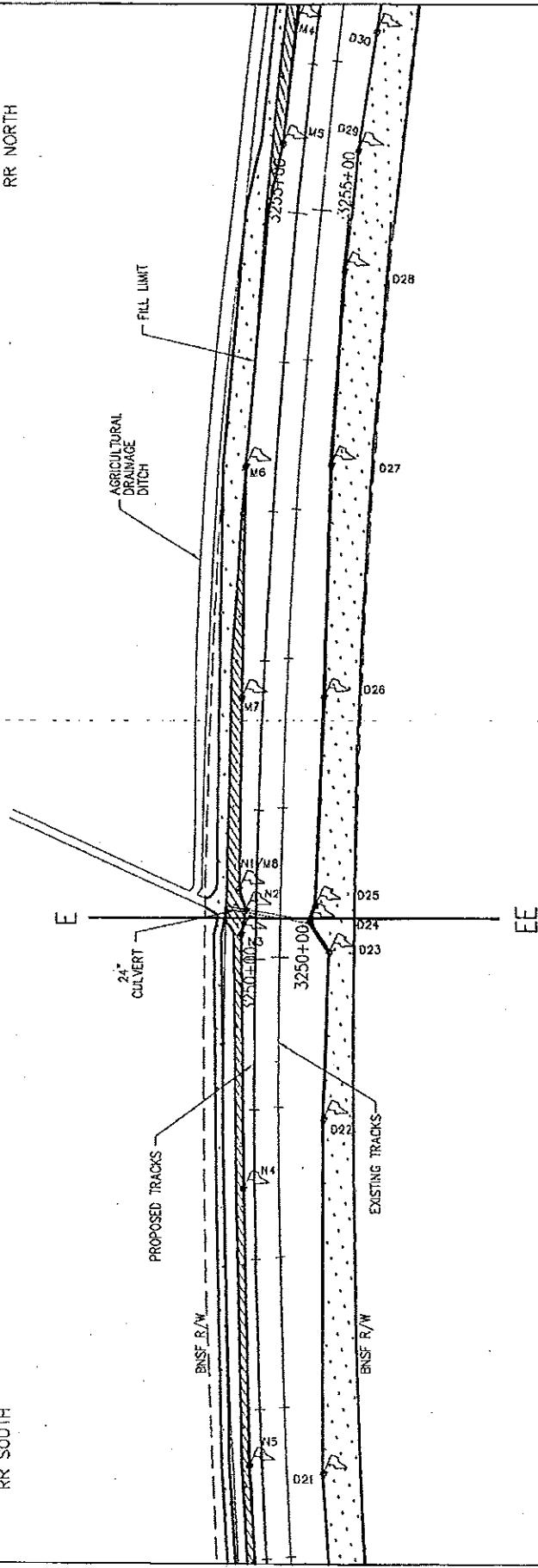






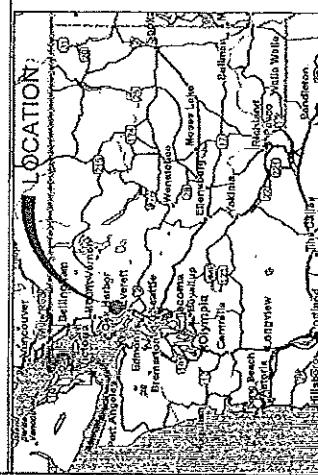
P A Jct., WA
RR SOUTH

U.S. - CANADA BORDER
RR NORTH



WETLAND (ML) DETAILS	EXISTING AREA		FILL AREA		FILL VOLUME
	SF	AC	SF	AC	CY
WETLANDS	269.250	6.18	29.917	D	57.873
				M	11.374
				N	7.637
FILL	64.472	1.50	7.164		0.00
					0.10
					472.11
					848.44

TOTAL OVERALL	AREA		FILL AREA		FILL VOLUME
	SF	AC	SF	AC	CY
WETLANDS	269.250	6.18	29.917	D	57.873
				M	11.374
				N	7.637
FILL	64.472	1.50	7.164		0.00
					0.10
					472.11
					848.44



Base Map from BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08

PROPOSED WORK - WETLAND DETAIL

USAGE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION
FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
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DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09

SHEET 5 OF 21

SCALE
APPROX.
1" = 100'

WETLAND FILL

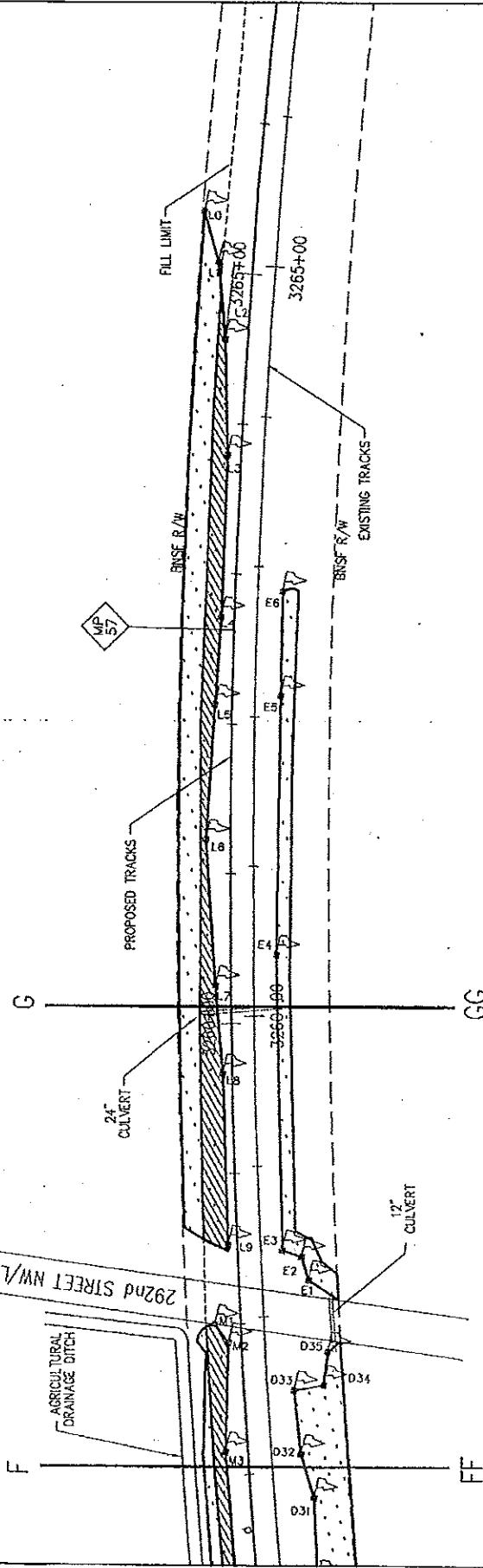
WETLANDS

FLOW DIRECTION

P A Jct., WA
RR SOUTH

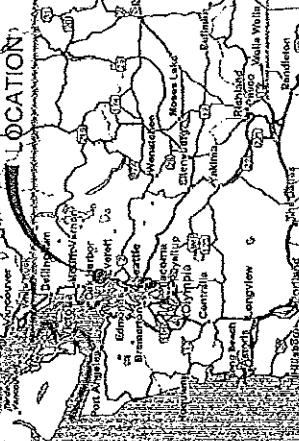
U.S. - CANADA BORDER
RR NORTH

292nd STREET NW/LOGEN ROAD



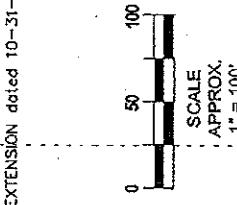
WETLAND (WL) DETAILS			EXISTING AREA		FILL AREA		FILL VOLUME CY
TOTAL OVERALL	AREA SF	AC	SF	AC	SF	AC	CY
WETLANDS	289,250	6.18	29,917	E	4,522	0.10	0.00
FILL	64,472	1.50	7,184	D	57,873	1.33	0.00
			L	15,832	0.36	6.225	0.14
			M	11,374	0.26	4,249	0.10
							691.67
							472.11

TOTAL OVERALL	AREA SF	AC	EXISTING AREA SF	EXISTING AREA AC	FILL AREA SF	FILL AREA AC	FILL VOLUME CY
WETLANDS	289,250	6.18	29,917	E	4,522	0.10	0.00
FILL	64,472	1.50	7,184	D	57,873	1.33	0.00
			L	15,832	0.36	6.225	0.14
			M	11,374	0.26	4,249	0.10
							691.67
							472.11



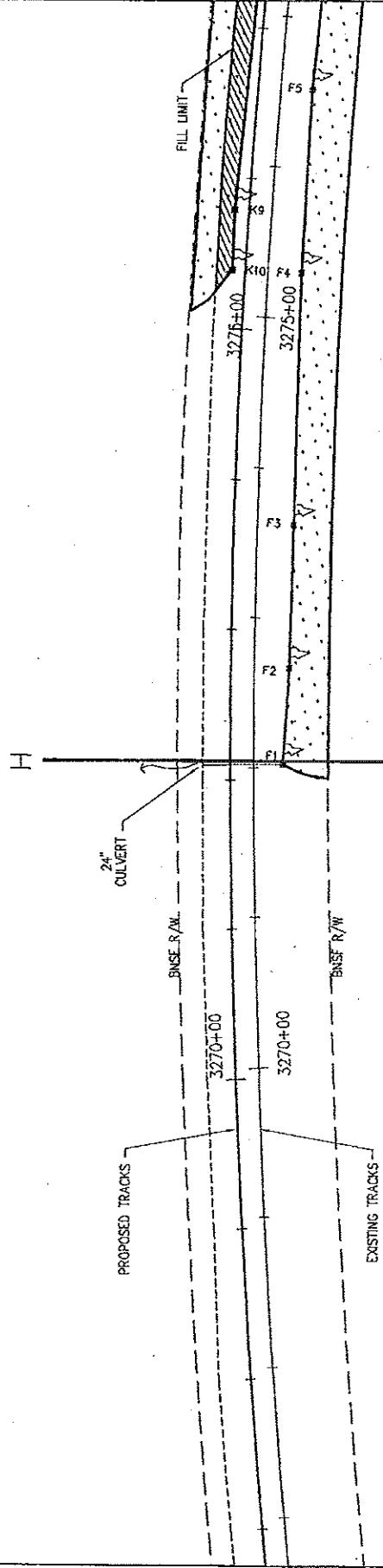
Base Map from: BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08

PROPOSED WORK - WETLAND DETAIL	
USACE REF. NO.: NWS-2008-1520 - NO	PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION
FOR: BNSF RAILWAY	2454 OCCIDENTAL AVE. S. SUITE 1-A
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E	SEATTLE, WA 98134-1451
APPROX. LAT/LONG: N 48° 15' 20.88" W 122° 21' 41.13"	WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON	DATE: NOVEMBER 2008; Revised 4-30-09
SHEET 5 OF 1	



P A Jct., WA
RR SOUTH

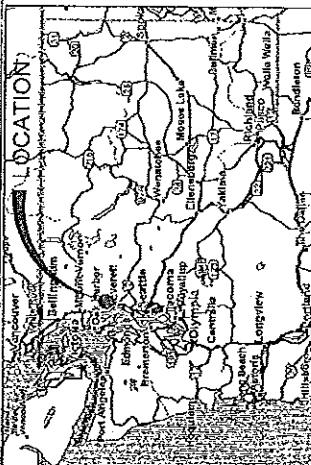
U.S. - CANADA BORDER
↑
RR NORTH



WETLAND (WL) DETAILS		EXISTING AREA		FILL AREA		FILL VOLUME	
TOTAL OVERALL	AREA	SF	AC	SF	AC	CY	CY
WETLANDS	269.250	6.18	29.917	F	45.132	1.04	0.00
				K	31,314	0.72	13,340
FILL	64.472	1.50	7.164				0.31
							1,462.22

EXISTING CULVERT	PROPOSED CULVERT EXTENSION	0	50	100
— BNSF ROW	— — — — —			
— FILL LIMIT	— — — — —			
— WETLAND FILL	— — — — —			
— WETLANDS	— — — — —			
	FLOW DIRECTION			

Base Map from: BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08



PROPOSED WORK - WETLAND DETAIL

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION
FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
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CITY: STANWOOD, COUNTY: SNOHOMISH STATE: WASHINGTON
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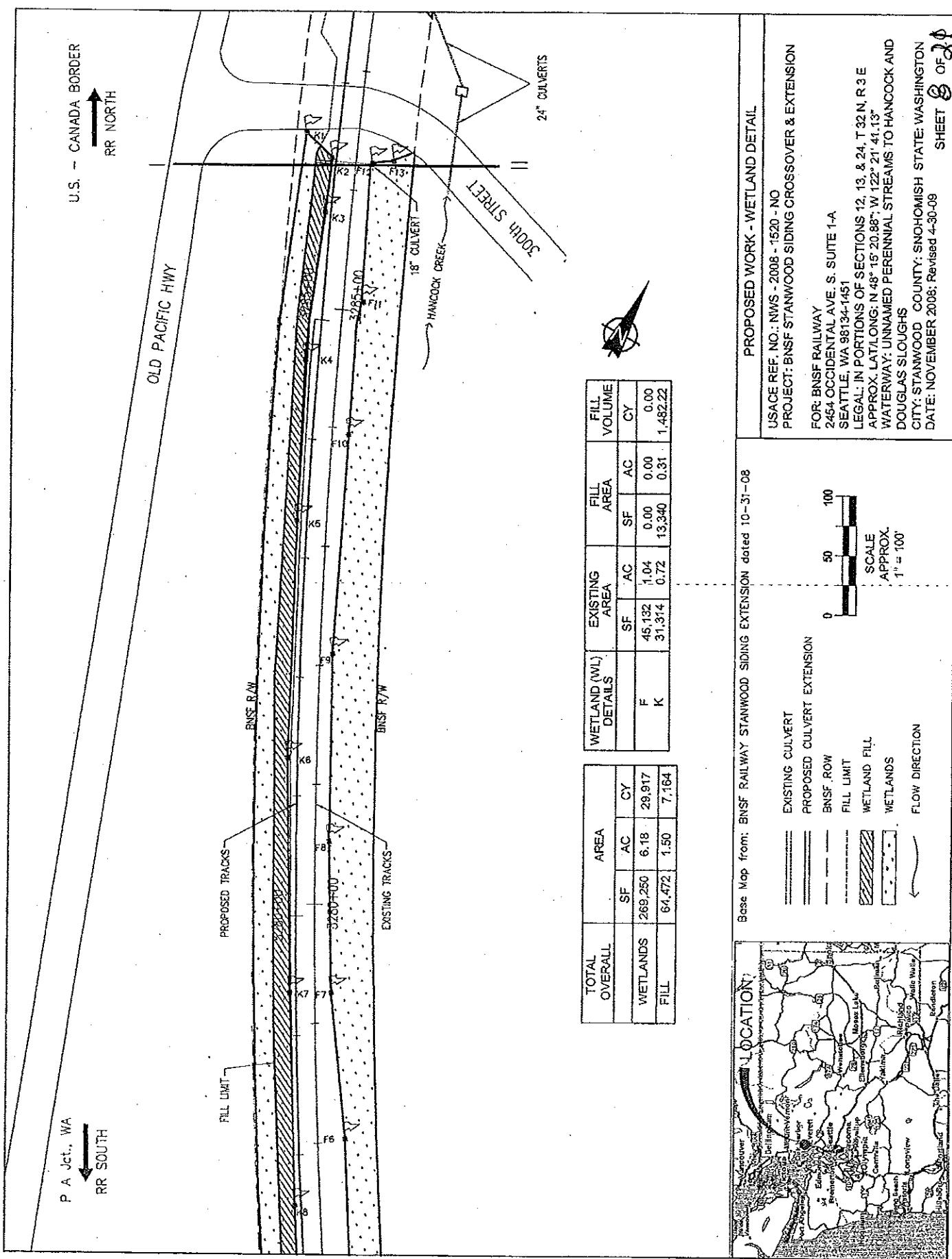
SCALE

APPROX.

1" = 100'

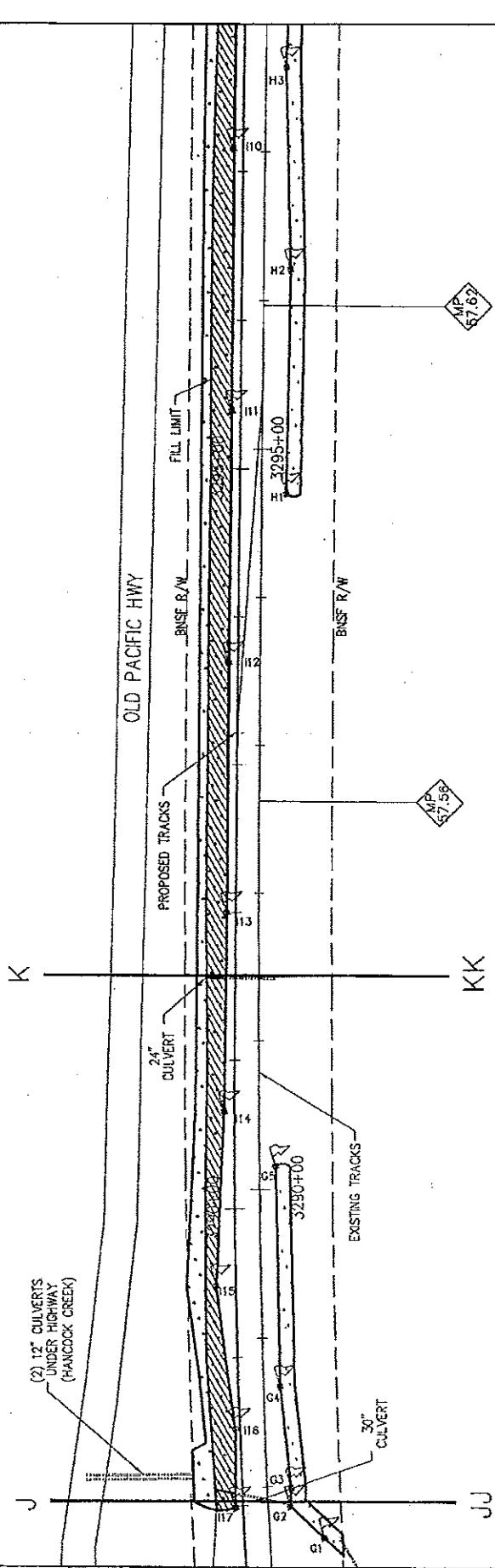
Flow Direction

SHEET 1 OF 1



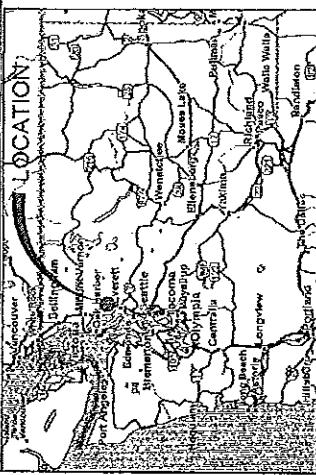
P A Jct., WA
RR SOUTH

U.S. - CANADA BORDER
RR NORTH



TOTAL OVERALL	WETLAND (WL) DETAILS			EXISTING AREA			FILL AREA			FILL VOLUME		
	SF	AC	CY	SF	AC	SF	AC	SF	AC	SF	AC	CY
WETLANDS	269,250	6.18	29,917	G	2,700	0.06	0.00	0.00	0.00	0.00	0.00	0.00
FILL	64,472	1.50	7,164	H	15,987	0.37	0.00	0.00	0.00	0.00	0.00	0.00
				I	46,257	1.06	29,129	0.67	0.67	3,236.56		

TOTAL OVERALL			FILL AREA			FILL VOLUME	
SF	AC	CY	SF	AC	SF	AC	CY
WETLANDS	269,250	6.18	29,917	G	2,700	0.06	0.00
FILL	64,472	1.50	7,164	H	15,987	0.37	0.00



Base Map from: BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08

PROPOSED WORK - WETLAND DETAIL

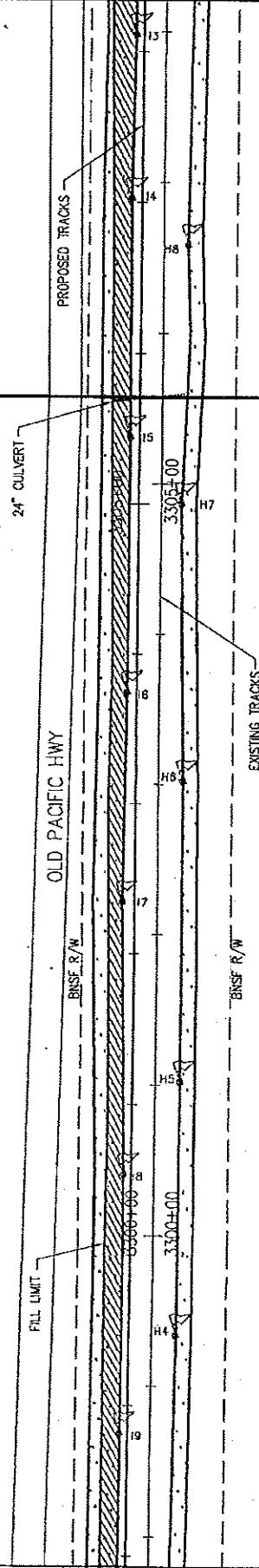
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FOR: BNSF RAILWAY
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SCALE APPROX.
1" = 100'

SHEET 9 OF 21

P A Jct., WA
RR SOUTH

U.S. — CANADA BORDER
→ RR NORTH

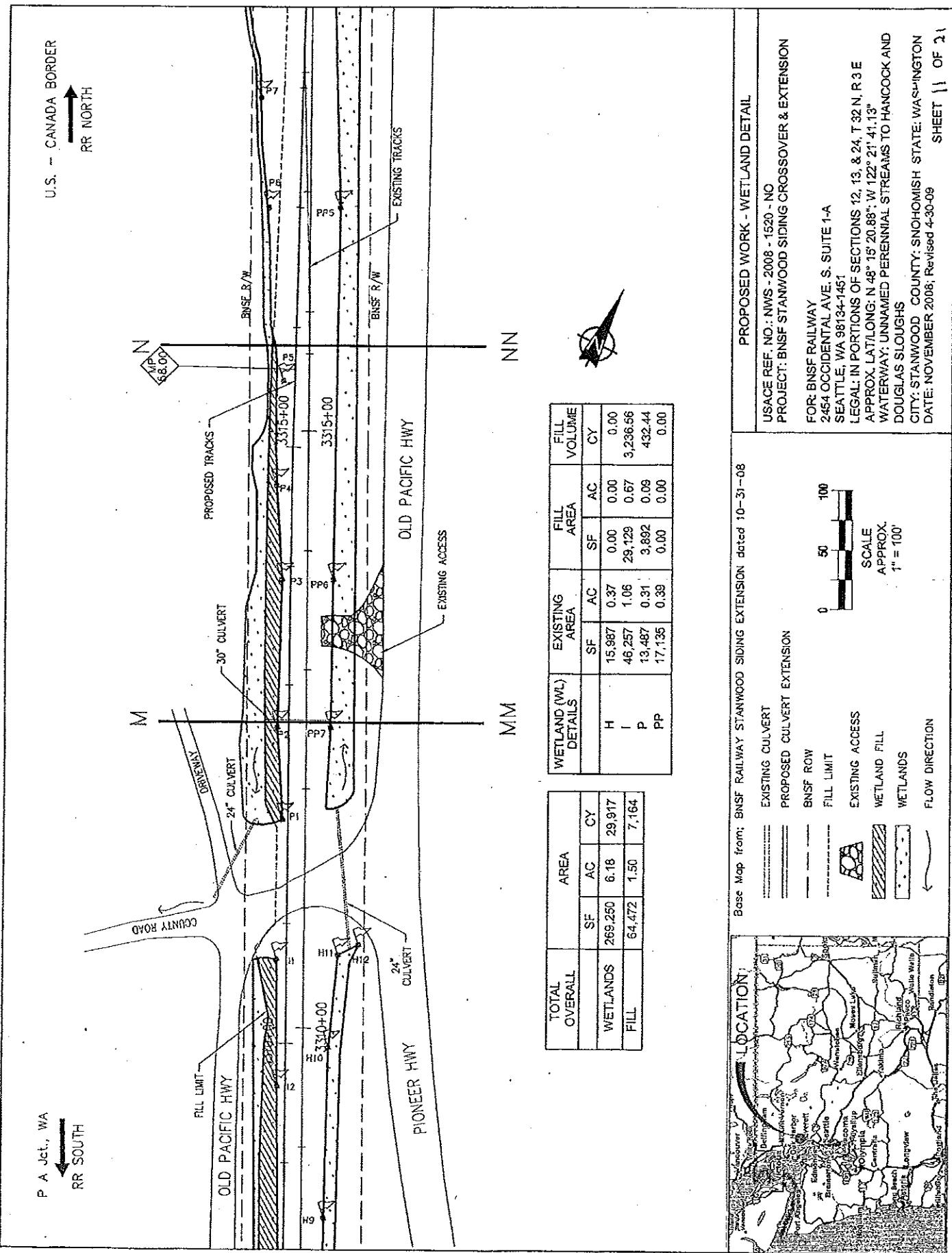


WETLAND (WL) DETAILS	EXISTING AREA		FILL AREA		FILL VOLUME CY
	SF	AC	SF	AC	
WETLANDS	269.250	6.18	29,917	H	15,987 0.37 0.00 0.00
FILL	64,472	1.50	7,164	I	46,257 1.06 29,129 0.67 3,236.56

TOTAL OVERALL	AREA			EXISTING AREA		FILL AREA		FILL VOLUME CY
SF	AC	CY	SF	AC	SF	AC		
WETLANDS	269.250	6.18	29,917	H	15,987 0.37 0.00 0.00			
FILL	64,472	1.50	7,164	I	46,257 1.06 29,129 0.67 3,236.56			

Base Map from: BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08		PROPOSED WORK - WETLAND DETAIL	
USACE REF. NO. NWS - 2008 - 1520 NO PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION		FOR: BNSF RAILWAY 2454 OCCIDENTAL AVE. S. SUITE 1-A SEATTLE, WA 98134-1451	
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T. 32 N, R. 3 E APPROX. LAT/LONG: N 48° 15' 20.88" W 122° 21' 47.13" WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND DOUGLAS SLOUGHS		APPROX. 1" = 10'	
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON DATE: NOVEMBER 2008; Revised 4-30-09		SCALE	
		0	100
EXISTING CULVERT	PROPOSED CULVERT EXTENSION		
BNSF ROW			
FILL LIMIT			
WETLAND FILL			
WETLANDS			

LOCATION

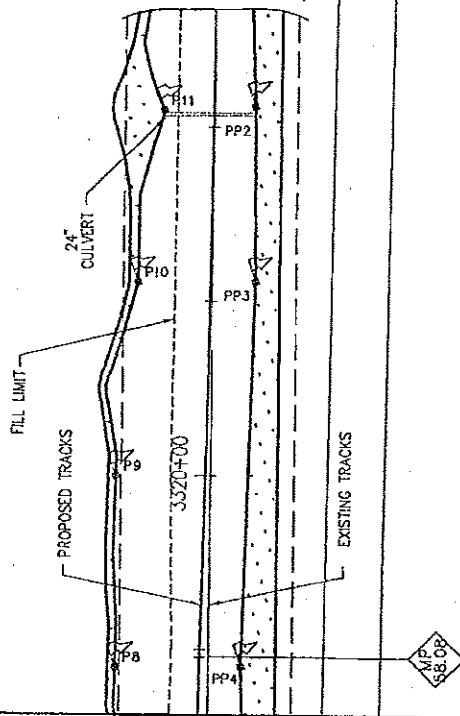


P. A. Jct., WA
RR SOUTH

U.S. - CANADA BORDER
RR NORTH

NORTH END
OF PROJECT

MP
SB 14



WETLAND (ML) DETAILS	EXISTING AREA		FILL AREA		FILL VOLUME CY
	SF	AC	SF	AC	
WETLANDS	269,250	6.16	29,917	0.31	3,892
FILL	64,472	1.50	7,164	0.39	0.00
					432.44
					0.00

TOTAL OVERALL	AREA		FILL AREA		FILL VOLUME CY
SF	AC	CY	SF	AC	
WETLANDS	269,250	6.16	29,917	0.31	3,892
FILL	64,472	1.50	7,164	0.39	0.00
					432.44
					0.00

Base Map from: BNSF RAILWAY STANWOOD SIDING EXTENSION dated 10-31-08

PROPOSED WORK - WETLAND DETAIL

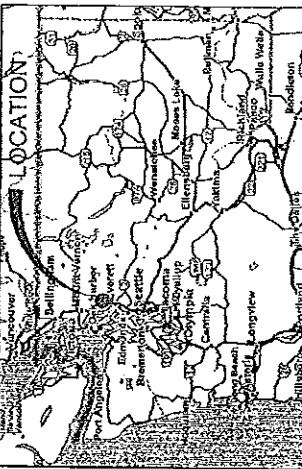
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SEATTLE, WA 98124-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T. 32 N, R. 3 E
APPROX. LAT/LONG: N 48° 15' 20.88", W 122° 21' 41.13"
WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND
DOUGLAS SLoughs
CITY: STANWOOD, COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09

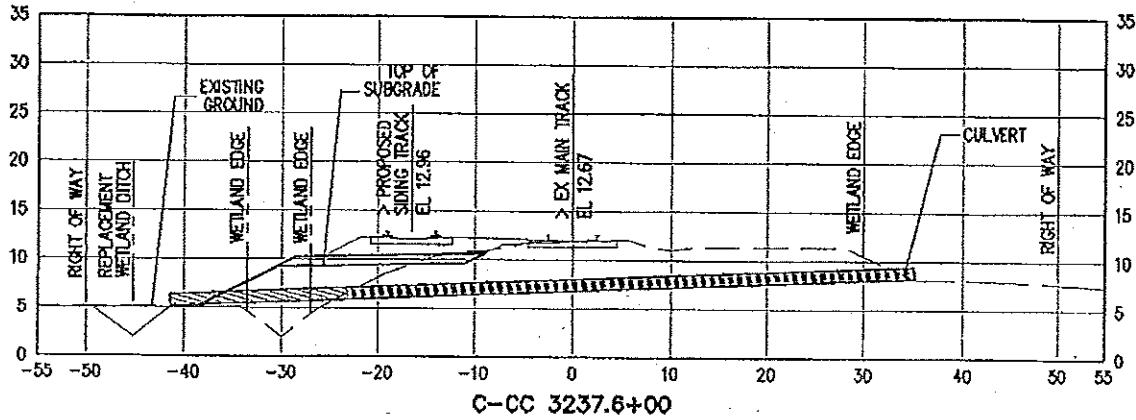
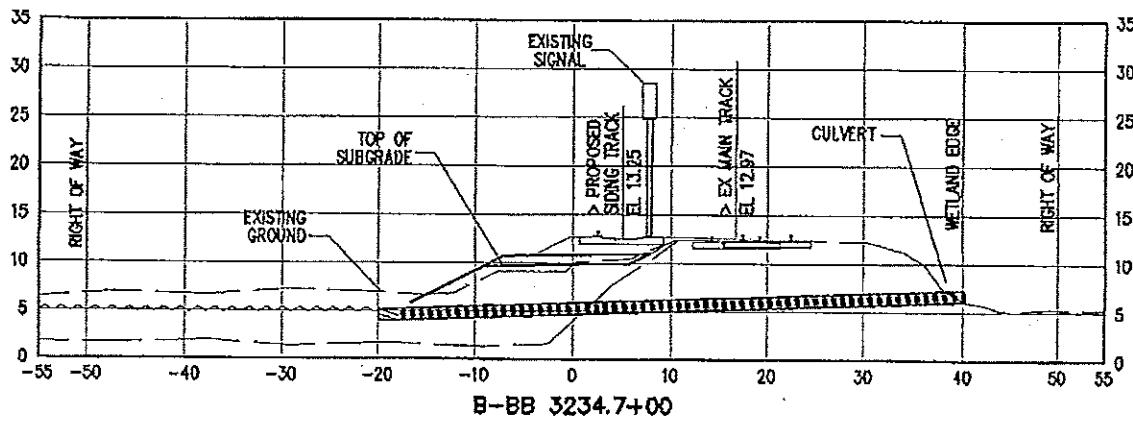
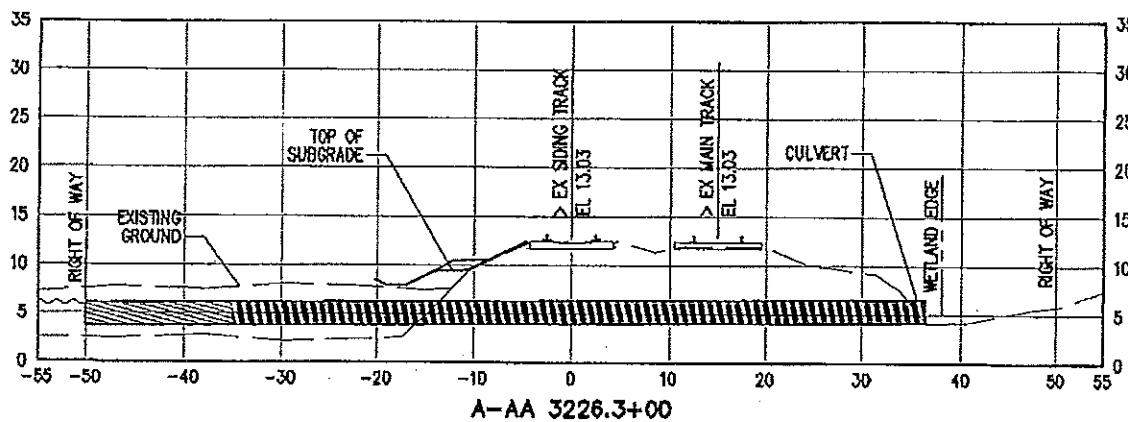
SHEET 12 OF 21

EXISTING CULVERT
PROPOSED CULVERT EXTENSION
BNSF ROW
FILL LIMIT
WETLAND FILL
WETLANDS
FLOW DIRECTION



SCALE
APPROX.
1" = 100'





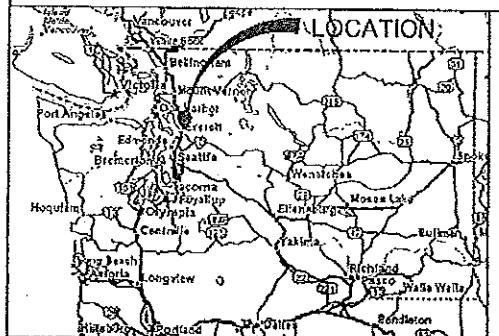
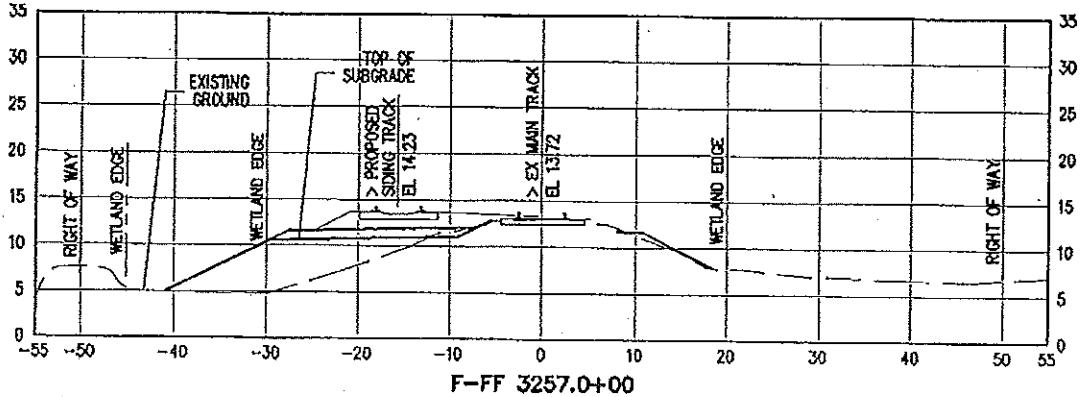
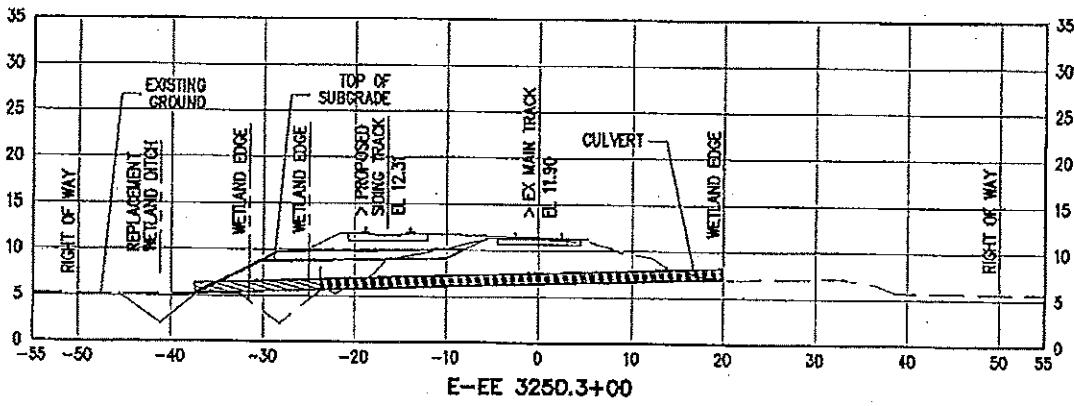
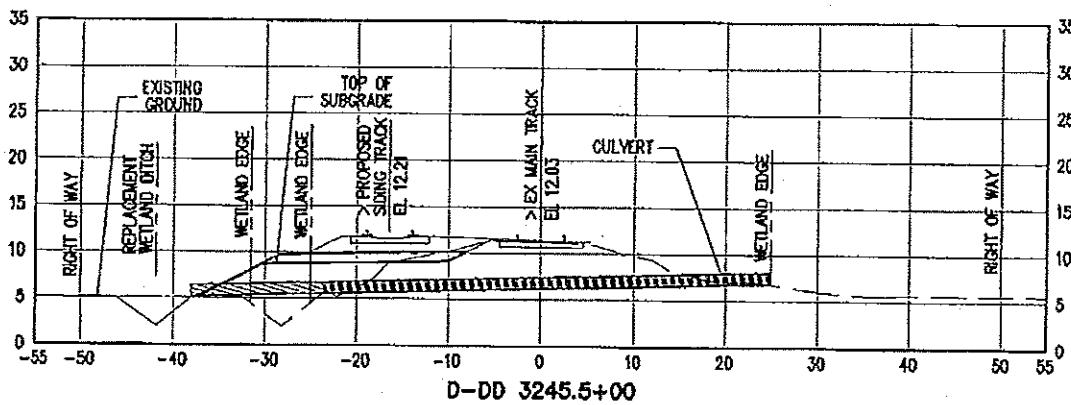
CULVERT EXTENSION
EXISTING CULVERT



CROSS SECTIONS A-AA, B-BB & C-CC

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
APPROX. LAT/LONG: N 48° 15' 20.66"; W 122° 21' 41.13"
WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND
DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09



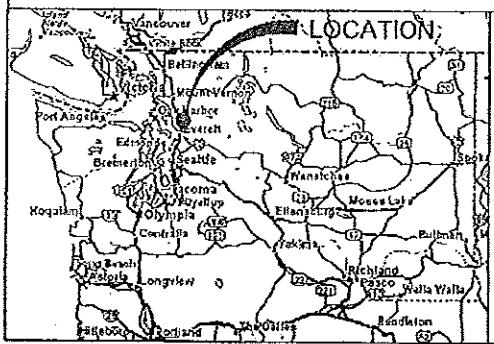
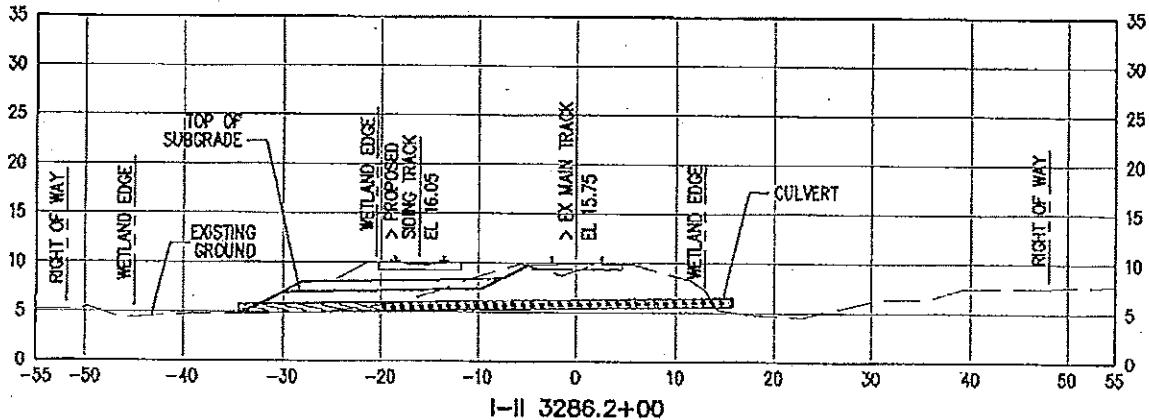
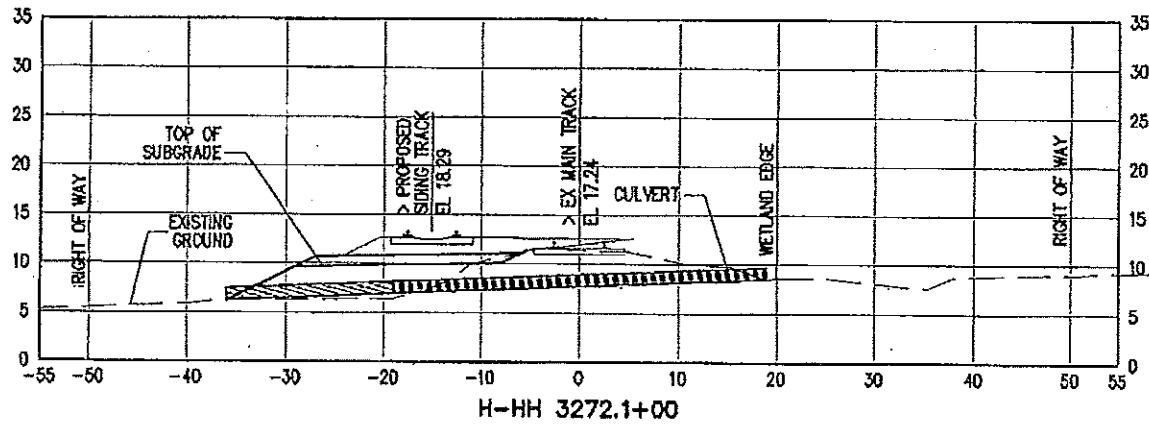
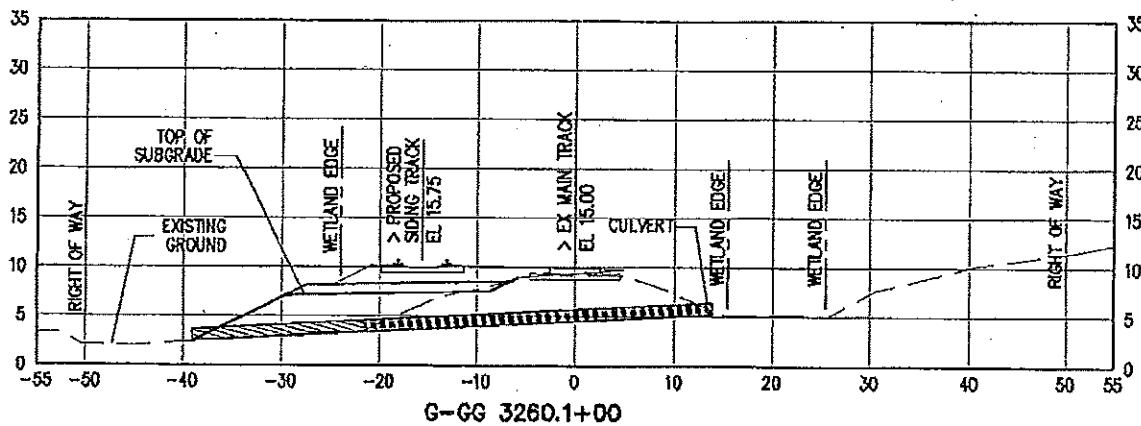
CULVERT EXTENSION
EXISTING CULVERT



CROSS SECTIONS D-DD, E-EE & F-FF

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE, S. SUITE 1-A
SEATTLE, WA 98134-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
APPROX. LAT/LONG: N 48° 15' 20.88"; W 122° 21' 41.13"
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DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09



CULVERT EXTENSION
EXISTING CULVERT



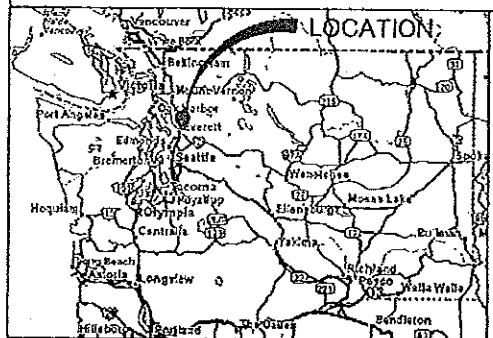
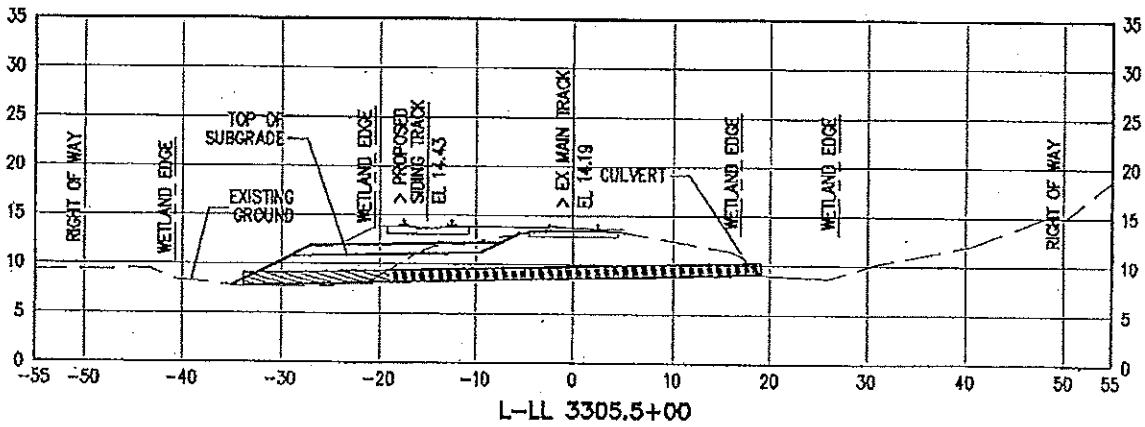
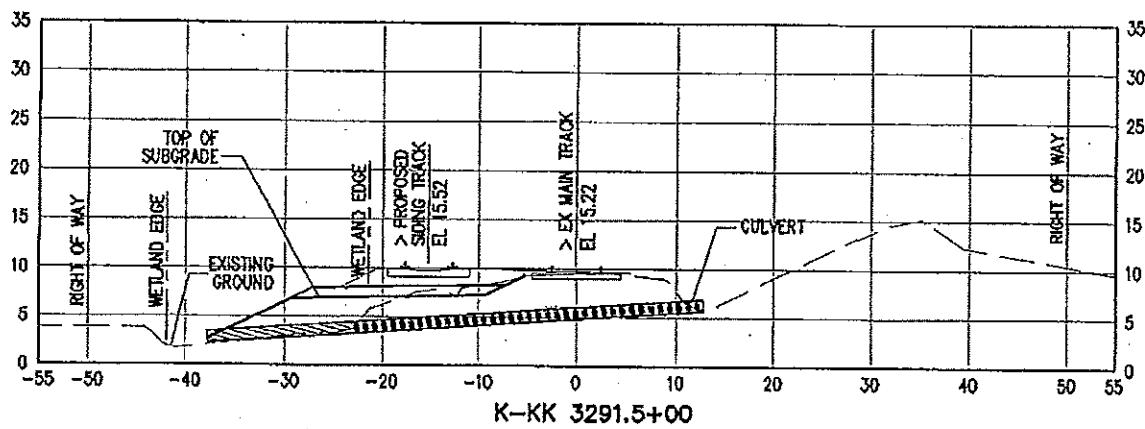
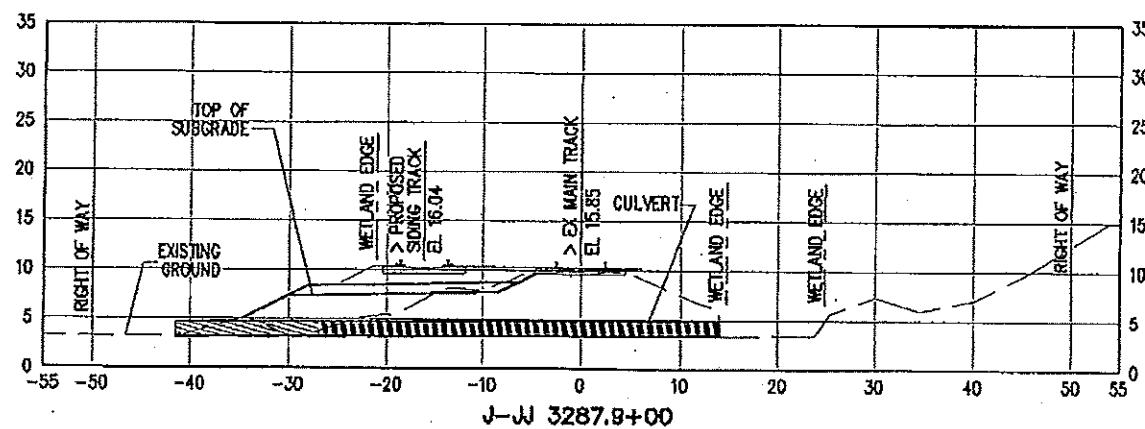
CROSS SECTIONS G-GG, H-HH & I-II

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

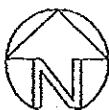
FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451

LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
APPROX. LAT/LONG: N 48° 16' 20.88"; W 122° 21' 41.13"

WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: NOVEMBER 2008; Revised 4-30-09



CULVERT EXTENSION
EXISTING CULVERT

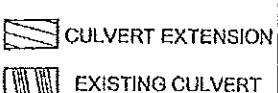
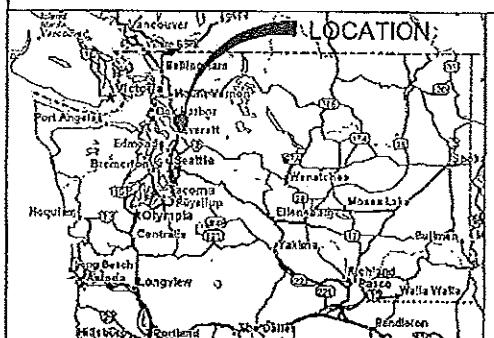
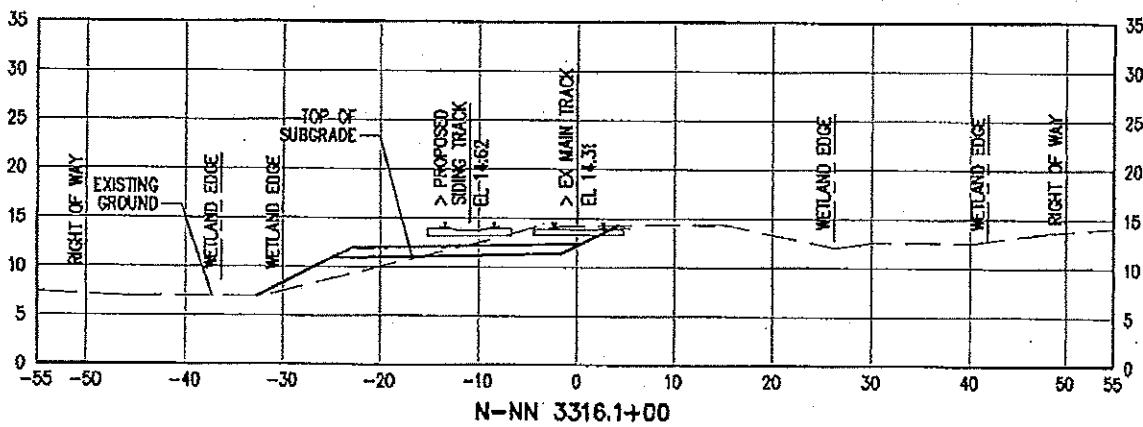
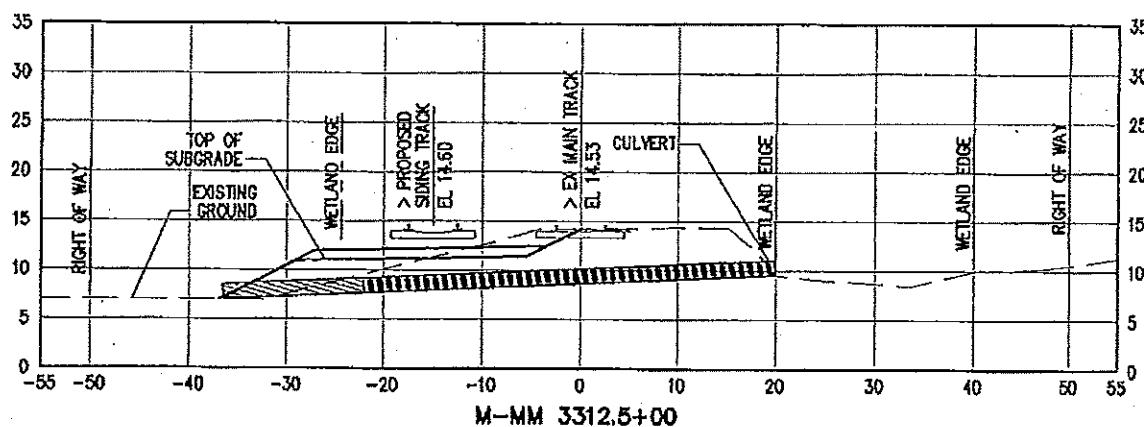


CROSS SECTIONS J-JJ, K-KK & L-LL

USACE REF. NO.: NWS - 2008 - 1520 - NO
PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
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CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
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SHEET 16 OF 21



CROSS SECTIONS M-MM & N-NN

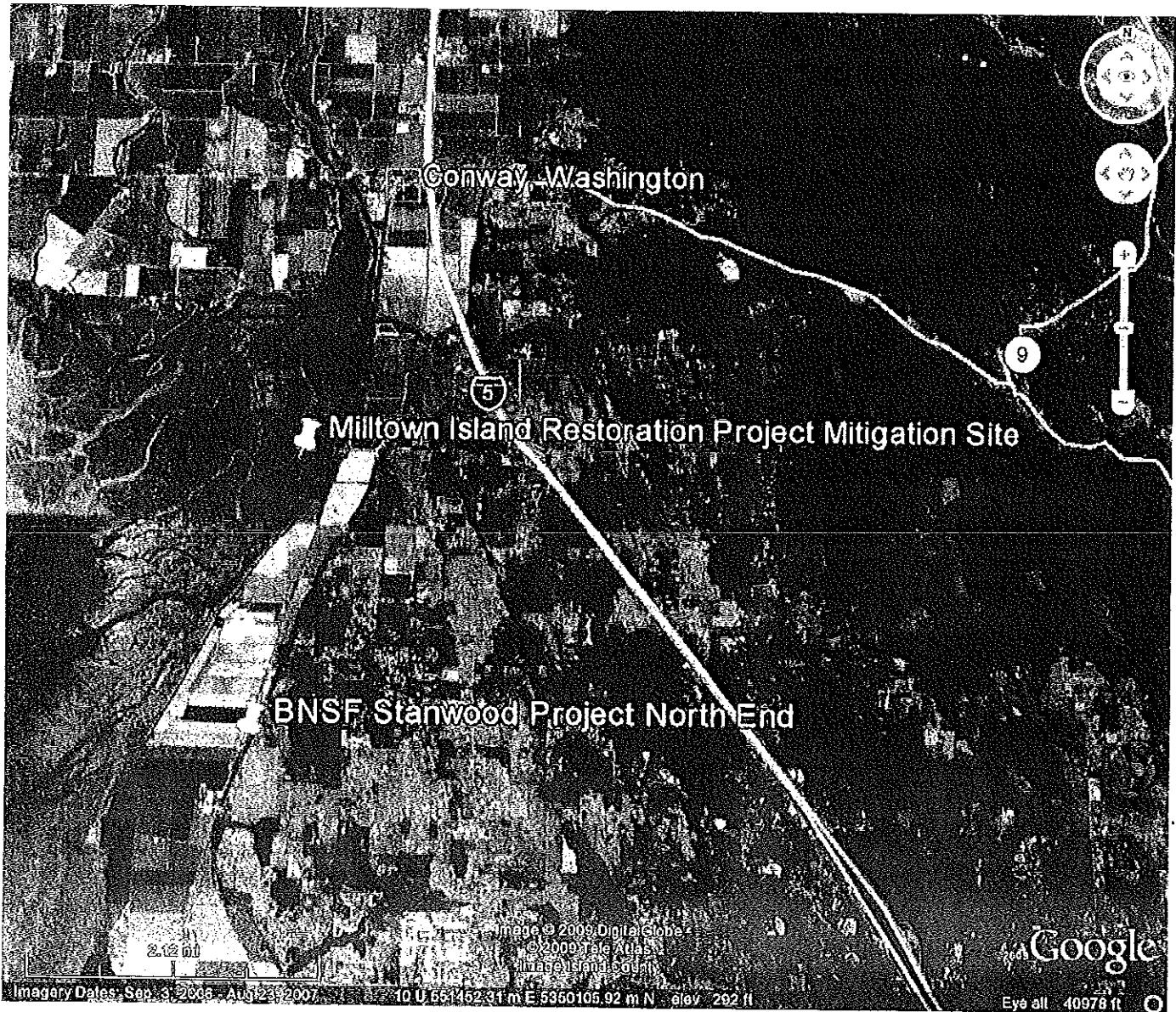
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PROJECT: BNSF STANWOOD SIDING CROSSOVER & EXTENSION

FOR: BNSF RAILWAY
2454 OCCIDENTAL AVE. S. SUITE 1-A
SEATTLE, WA 98134-1451
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SHEET 17 OF 21

Milltown Island: Location in proximity to BNSF Stanwood Project

- Impact area and mitigation area both within WRIA #03 – Lower Skagit River Mitigation area
- Mitigation area located approximately two miles north of impact area
- Impact area = 1.32 acres, Class III and Class IV wetlands
- Mitigation area = 1.32 acres, Class I and Class II wetlands



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Skagit River System Cooperative – Milltown Island: PROPOSED MITIGATION
BNSF WA – Stanwood Siding Extension Project
Corps Ref. #: NWS-2008-1520-NO
04/30/09

Milltown Island: Project Overview

- Milltown Island totals approximately 313 acres and consists of two distinct zones. One zone, mostly in the northern portion of the island, is an area that has been disturbed by a levee historically constructed for agricultural purposes. This area is approximately 160 acres in size. The second zone is the area existing on the outskirts of the levee, primarily to the south, that remains somewhat undisturbed. This area is approximately 153 acres.
- The goal of the Milltown Island Restoration Project seeks to restore the natural processes and conditions of the area that were disrupted by diking, by removing levees to restore river and tidal influence and inundation to the restored part of the project area.
- The proposed mitigation area is in a transition area between the disturbed zone and the more natural zone.



Skagit River System Cooperative – Milltown Island: PROPOSED MITIGATION

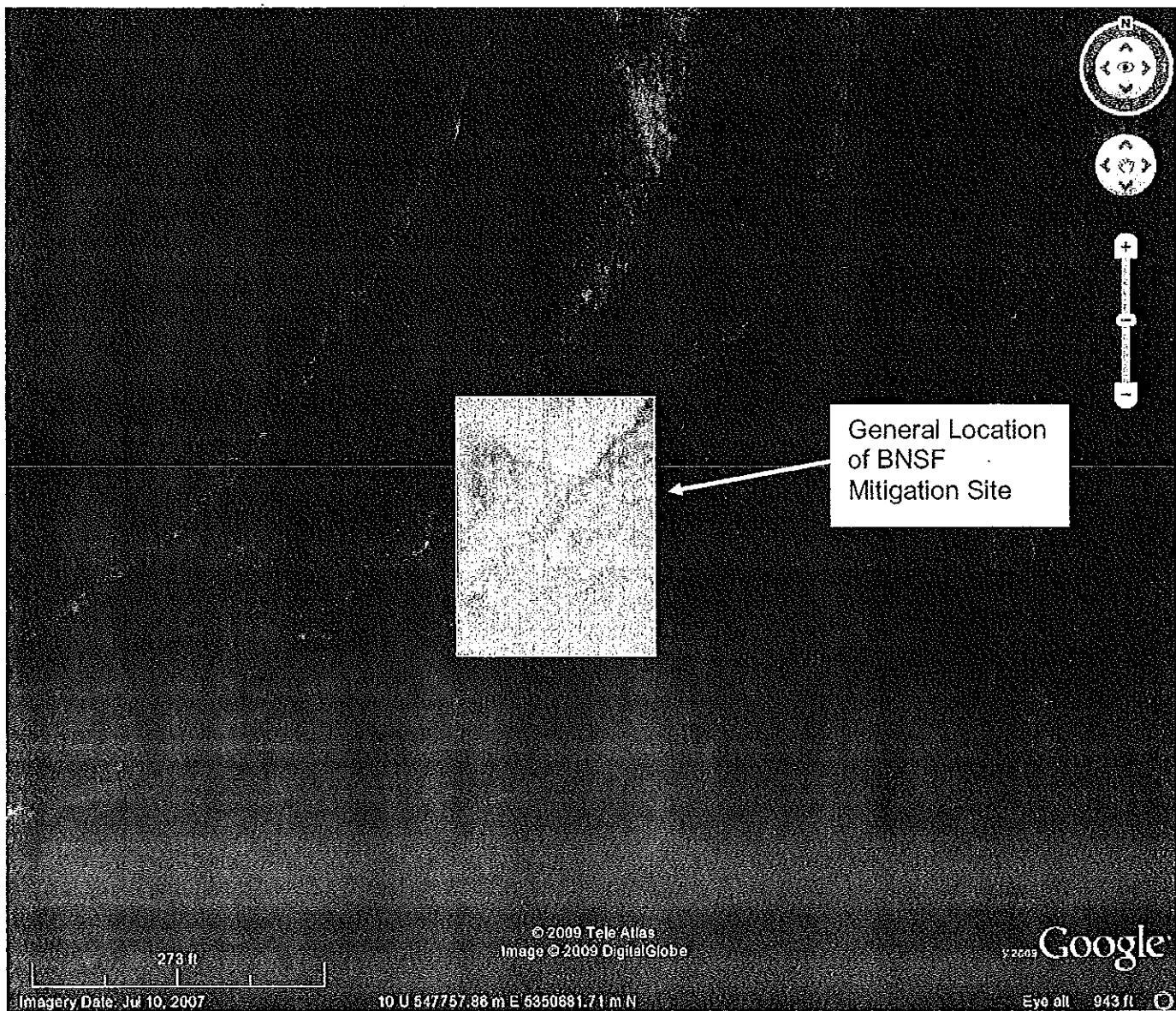
BNSF WA – Stanwood Siding Extension Project

Corps Ref #: NWS-2008-1520-NO

04/30/09

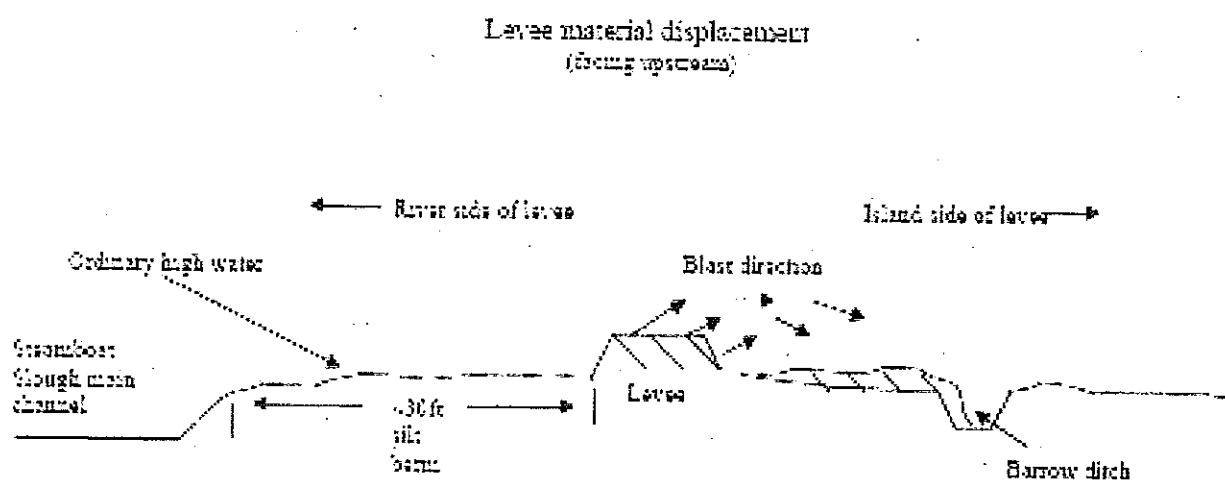
Milltown Island: Project Details

- Mitigation area is located where the existing levee/dike is proposed to be breached.
- Removal of the levee in this area will allow for additional flows into the lower half of Milltown Island.
- Mitigation details involve restoration of vegetation in the 1.32 acres via transplanting/seeding and removal of invasive, non-native species



Skagit River System Cooperative – Milltown Island: PROPOSED MITIGATION
BNSF WA – Stanwood Siding Extension Project
Corps Ref. #: NWS-2008-1520-NO
04/30/09
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Milltown Island: Concept/Schematic of Typical Levee Excavation



Skagit River System Cooperative – Milltown Island: PROPOSED MITIGATION
BNSF WA – Stanwood Siding Extension Project
Corps Ref. #: NWS-2008-1520-NO
04/30/09

21 4/21

